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						<u></u>	2 FLYING	REQUIREME	WTS			
			1.			r To supple ency trainin		guarters	Directi	ves as re	egards	บ - 2 25X1A
			2.	Ope pro	RESPONSIBILITY: It is the responsibility of the Director of Operations to insure that all U-2 pilots maintain the degree of proficiency required by Project Headquarters Directive and this Supplement.							
			3.	est sur	eblia e the	The follo thed as a su t all missi and a more	applement on pilots	to Headqu maintain	arters a high	requirement dgree of	ents t f basi	o in- ' c pro-
				A.	A. Desired Proficiency Training items to be accomplished by e mission pilot during each training quarter are:							
					(1) (2) (3) (4)	Jet Penetz Non-precis Precision SFO patter	sion appro- approache sa	aches G	- 12 - 12 - 18			
		,			(5)	(a) with (b) with No flap le	out flaps		- 10 - 10 - 6			
		•	•	В.	The	following a	estrictlo	ns apply	to prof	iciency	traini	ng item
					(1)	Proficience sortie afi precision on a sorti	ter four (or one no	4) hours n-precisi	duratio on appr	n, except oach may	t that	one
					(5)	Precision not be comprovide to tions while	ntinued be caining in	low publi leveloff	shed wi for ac	nimums. tual ins	This	will
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- GCA approaches may be flown during IFR conditions (3) if tractic permits and with tower approval. Exception: If we ther is below 1500°/3 miles, only one article is permitted to make multiple approaches at any given time.
- (4)No-finp lending practice will be accomplished on touch and go landings.
- Touch and go landings are not permitted under the follow-(5) ing conditions:
 - After 4 hours of flight. (a)

(2)

Total winds in excess of 25 Kts. (b)

0-15 KTS total wind with more than 10 KTS crosswind (c) component.

16-25 KTS total wind with more than 5 KTS crosswind (d) component.

- Mission accomplishment forms (MAF) (Attachment 1) will be accomplished for each scheduled flight as follows:
 - (1)The Operations section will fill out the "Scheduled" column of the MAF prior to mission briefing.
 - The mission pilot will complete the "Accom" column of the MAF during mission debriefing. (3)
 - The Operations section will insure the information is logged on the appropriate chart.
- Operationally Ready ("OR") pilot proficiency requirements D. are as follows:
 - Pilots assigned to this Detachment will be required to demonstrate a high degree of proficiency in all aspects of mission related activities. A pilot showing lack of proficiency in any area, may be removed from Operational Ready status by the Manager (until subject pilot again demonstrates the proficiency necessary for "OR" Pilot status. The following guidelines, applied against both Operational and Training Missions, will determine when a pilot is to be removed from "OR" Pilot status.

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- (a) Inability to maintain photo flight lines within 3 NM of planned track, unless there are extenuating circumstances, i.e.; weather, systems activity, etc.
- (b) Consistent failure to operate equipment as briefed.
- (c) Any other indications of lack of proficiency that could cause degradation of a mission or demonstrate an unsafe trend.
- (2) After a pilot has been placed in "Qualified U-2 Pilot Status" for the above reasons, he will be scheduled for extensive retraining until he again demonstrates the proficiency required of an "OR" Pilot.

Detachment	Common Walas
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1 Attachment Mission Accomplishment Form

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